71. Construction of a landing ghat at the Tobacco Bankshall and of godowns at the Customs House, Quilon, for affording increased facilities for the importation of Jaffna tobacco.

Mr. K. A. Krishna Pattar (Member, Trading Classes, Quilon) submitted that the quantity of Jaffna tobacco imported was fixed at 5,745 *candies* for a year. That quantity was fixed in 1085. During the last one decade there had been an increase of at least 5,00,000 people in the State. Proportionately, the consumers of Jaffna tobacco also should have increased. Hence, the need arose for increasing the quantity of import. The Member requested that arrangements might be made for importing 8,000 *candies* of Jaffna tobacco annually to meet the growing requirements of the people. The second subject was that great hardship and loss were being suffered by the merchants, as there was no accommodation either at the Sea Customs Chowkey or Railway Chowkey for keeping the bales of tobacco which had to be weighed before they were removed and which sometimes were exposed to the weather. Thirdly, the unsatisfactory condition of the tobacco landing ghat was represented and it was complained that great inconvenience was being experienced in landing tobacco bales. Boats had, therefore, to be anchored in other places than the proper ghat. The landing ghat should be improved and made useful for boats to land and new boat basins should also be constructed for the convenience of the large number of merchants.

Dewan's reply.—Noted.

72. Hardships experienced by the people of the Karunagapalli taluk (northern group) for want of proper means of communication.

Mr. P. Sankara Pillai (Member, Karunagapalli taluk) requested the improvement of the following roads :—

(1) From Karunagapalli taluk Cutcherry to Kamankulangara road. The whole length of 3½ miles had to be gravelled.

(2) From the Thamarakulam market to Ayiramthengu *via* Oachira. The whole distance was 8 miles of which 4½ miles had been gravelled by the people *i. e.* from Thamarakulam market to Irippakkulangara. The rest of the length, *viz.*, 3½ miles, alone had to be improved. People experienced great difficulty in taking their garden produce to Oachira and even beyond to Ayiramthengu. The people were prepared to do the earthwork over the remaining portion of the road. The P. W. D. should be asked to attend to the balance of work.

(3) From Thodiyil to Vallikavu *via* Kulasekarapuram. This cut the Quilon-Kayankulam main road. The whole distance to be improved was 6 miles of which 3½ miles had been gravelled mostly by the people.

(4) From Kallumkadavu to Karunagapalli Cutcherry—2½ miles. That would join the road from Sasthancotta. It was the highway for the transport of articles from Sasthancotta and would relieve the people of much inconvenience and suffering. The Member added that for the execution of the above works the people were ready to make over lands free, do earthwork and other preliminaries.

Dewan's reply.—Noted.

73. Means of communication in Kayankulam.

Mr. N. J. Varghese (Member, Trading Classes, Kayankulam) began with a general complaint that nothing had been done in regard to the works he proposed to deal with, though they had been brought to the notice of Government before.

Dewan.—It has become the general practice to word the representations of Members in vague terms. If Members had given in their memoranda of subjects definite items of work about which they were going to speak, that would help the Government in previously obtaining information or in ascertaining what steps have been taken in respect of any particular item of work. This I say for the general information of all Members.

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The Member said that his first request was that the place called *Thottumukam* where the Kayankulam canal joined the Kayankulam lake was shallow and that on account of want of sufficient depth steam launches and motor boats could not be taken to the canal. *Thottumukam* should be deepened. Secondly, the Member represented that great difficulties were being experienced by the merchants on account of the want of a boat basin in the canal. It had already been sanctioned; the work should, therefore, be taken up soon and finished. Thirdly, the cutting of a canal from the Govindamuttam *kayal*—about 1/2 a mile long—to the Kayankulam lake was highly necessary in the interests of trade. By so doing a distance of 7 miles could be saved for boat traffic and accidents which often took place near the Kayankulam bar could also be avoided. Lastly, the Member requested that the Kayankulam market road—2½ miles long—might be metalled and drains constructed on the two sides.

Dewan's reply.—Noted.

74. Present condition of the roads and canals in the Kartigapalli taluk and certain suggestions for improving the same.

Mr. K. Velayudhan Pillai (Member, T. I. C., Haripad) urged the necessity for the improvement of the following roads :—

(1) From Nangiarkulangara to Kayankulam—a distance of 6 miles.

(2) From Haripad to Thottappalli, a distance of 5 miles.

(3) From Kartigappalli to Thrikunnapuzha.

The improvement of the following canals was also advocated :—

(1) The Mundattunkara *thodu*.

(2) The Tana *thodu*.

Both the canals had been encroached upon and what was required was the removal of the encroachments and the deepening of the canals, so as to make them serviceable to agriculturists for purposes of cultivation.

Dewan's reply.—Noted.

75. Desirability of taking over by the P. W. D. of the nearly finished road from Punnamudu to Pallikal, or the construction of a new road from Bhagavathi Padikkal on the Mavelikara—Kayankulam road to join the Mavelikara—Kattanam road near the Bharanikkavu temple.

Mr. Geevarghese Kathanar Thomas (Member, Mavelikara taluk) submitted that the first road was only 4½ miles from the Travellers' Bungalow. As it was highly useful to agriculturists, seven-tenths of the whole distance was metalled by the people and three-tenths alone remained to be done. There were also four culverts to be constructed of which 3 would not cost more than Rs. 150 and the fourth Rs. 250. The Member also offered to take up the works on contract, if the money required could be given to him on security. If the Government were not disposed to carry out the suggestion, the alternative road proposed by him should be constructed.

Dewan's reply.—Noted.

76. Desirability of converting the trace from Chengannur to Mavelikara, Mannar and Kozhencheri into a cart road.

Mr. P. Narayana Pillai (Member, Chengannur taluk) requested that the Chengannur—Kozhencheri road, 7 miles long, might be improved on the following considerations :—

(*a*) It was part of the Mavelikara-Sabarimala road.

(*b*) Kozhencheri was an important trading centre. Besides, the famous temple at Aranmula was close by.

(*c*) Travel by boat was impossible during rainy season on account of the dangerous Athimudu where human lives used to be lost every year ; and during the hot weather there would be no water for boats being taken.

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